



16 "Dunham & Co." which has never been used, and
cost originally \$5000. s20

BALTIMORE AND SUSQUEHANNA
Railroad. The Passenger train runs daily except Sunday, as follows:

 Leaves Baltimore at 9 a.m., and  arrives at 6 p.m. Arrives at York at 12 p.m., and leaves for Columbia at 1 p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$3 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.


Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and following day any passenger train.

D. C. H. BORDLEY, *Sup't.*

Ticket Office, 63 North st.

CENTRAL RAILROAD-FROM SAVANNAH
to Macon. Distance 190 miles.

This Road is open for the trans-

portation of Passengers and  Freight. Rates of Passage, \$8 00. Freight—

On weight goods generally... 50 cts. per hundred.

On measurement goods... 13 cts. per cubic ft.

On brls. wet (except molasses and oil)... \$1 50 per barrel.

On brls. dry (except lime)... 80 cts. per barrel.

On iron in pigs or bars, castings for mills, and unboxed machinery... 40 cts. per hundred.

On hhds. and pipes of liquor, not over 120 gallons... \$5 00 per hhd.

On molasses and oil... \$6 00 per hhd.

Goods addressed to F. WINTER, Agent, forwarded free of commission.

THOMAS PURSE,

40 Gen'l. Sup't. Transportation.

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WESTERN AND ATLANTIC RAILROAD.
The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of October, and to Coosa Depot, (formerly known as Borough's), on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.

Chief Engineer.

LITTLE MIAMI RAILROAD.—Distance 65½ Miles. Fare, \$1 50. From 1st November to 1st March Passenger Trains leave Cincinnati for:

 Xenia at 11 o'clock, A.M.

Returning, leaves Xenia at 8½ o'clock, A.M.

Freight Trains run daily, Sundays excepted.

At Xenia, Passenger Trains connect with daily lines of stages to Columbus, Wheeling, Cleveland and Sandusky city.

W. H. CLEMENT,

Supt. and Engineer.

NICOLL'S PATENT SAFETY SWITCH
for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

Reading, Pa.

KEARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, } New York.

Peter Cooper, } New York.

Murdock, Leavitt & Co. } New York.

J. Triplett & Son, Richmond, Va.

J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr. } Philadelphia, Pa.

Colwell & Co. } Philadelphia, Pa.

J. M. L. & W. H. Scovill, Waterbury, Con.

N. E. Screw Co. } Providence, R. I.

Eagle Screw Co. } Providence, R. I.

William Parker, Supt. Bost. and Worc. R. R.

New Jersey Malleable Iron Co., Newark, N. J.

Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly. 35 1y

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MACHINE WORKS OF ROGERS,
Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, a45 Paterson, N. J., or 60 Wall street, N. York.

TO RAILROAD COMPANIES AND MANUFACTURERS
of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, ja45 N. E. cor. 12th and Market sts., Philad., Pa.

LAWRENCE'S ROSENDALE HYDRAULIC CEMENT.
This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floods and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE, 142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 32 1y

THE SUBSCRIBERS, SOLE AGENTS
for the sale of

Codorus, } Pig Iron.

Glendon, }

Spring Mill, and }

Valley, }

Have now a supply, and respectfully solicit the patronage of persons engaged in the making of Machinery, for which purpose the above makes of Pig Iron are particularly adapted.

They are also sole Agents for Watson's celebrated Fire Bricks and prepared Kaolin or Fire Clay, orders for which are promptly supplied.

SAM'L. KIMBER, & CO., 59 North Wharves, Jan. 14, 1846. [1y4] Philadelphia, Pa.

MANUFACTURE OF PATENT WIRE
Rope and Cables for Inclined Planes, Standing Ship Rigging, Mines, Cranes, Tillers etc., by JOHN A. ROEBLING, *Civil Engineer*, Pittsburgh, Pa.

These Ropes are in successful operation on the planes of the Portage Railroad in Pennsylvania, on the Public Slips, on Ferries and in Mines. The first rope put upon Plane No. 3, Portage Railroad, has now run 4 seasons, and is still in good condition. 2v19 1y

RAILROAD IRON.—THE "MONTGOMERY"
Iron Company, Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO., Agents. 49 1y

Corner of Cedar and Greenwich Sts.

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RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by **A. & G. RALSTON**
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gear-ing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

ja45 President of the Newcastle Manuf. Co.

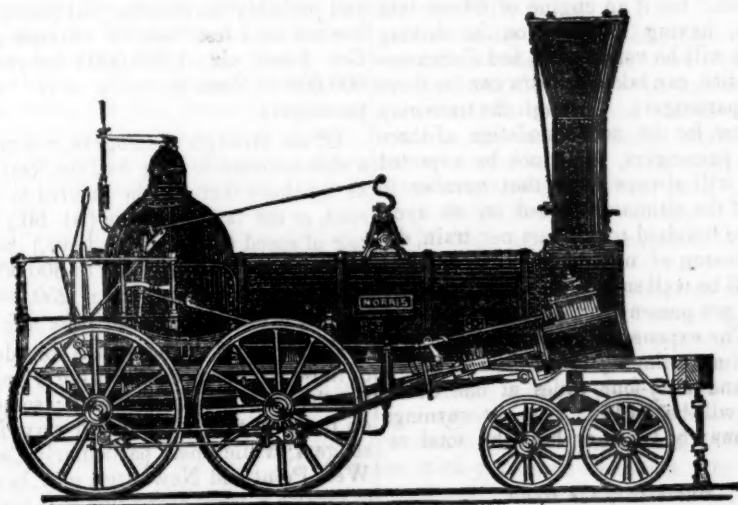
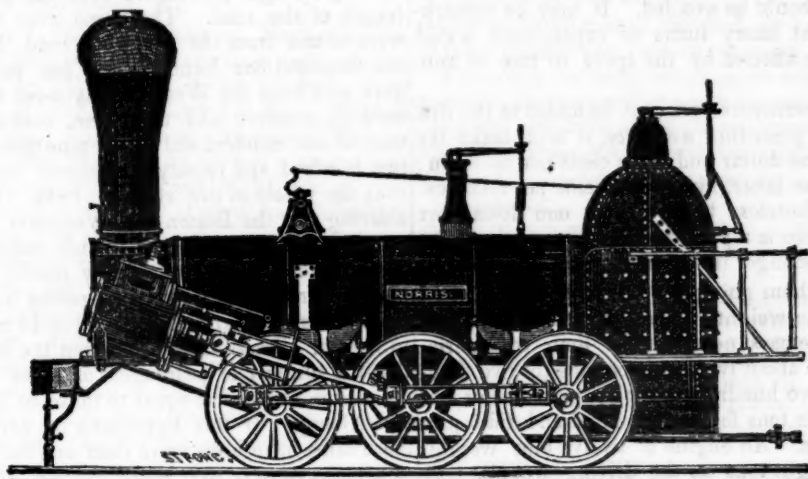
CUSHMAN'S COMPOUND IRON RAILS.
etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2,	14	" " " × 24 " "
"	3,	14½	" " " × 20 " "
"	4,	12½	" " " × 20 " "
"	5,	11½	" " " × 20 " "
"	6,	10½	" " " × 18 " "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 48 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.

Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG,
President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of *Baltimore* Coal and Iron Ore, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1.25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x30 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to **HENRY ANDREWS,** 48 State st., or to **CURTIS, LEAVENS & CO.,** 106 State st., Boston, or to **A. & G. RALSTON & Co.,** Philadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

safe, as data for business and revenue. A greater amount will probably be realized.

As before stated it is not expected the freight during the season of navigation will be an important item of business. On this point it may be observed, that the road will pass directly through or near several villages and manufacturing establishments which will no doubt find it for their interest to send a portion of their freight by the railroad. In addition to this, there will be produce required for the daily supply of the city markets, that to some extent will prefer the railroad.—The item for the navigable season, it is believed, may be made to produce, at remunerating rates \$50,000.

It is rather difficult to make an estimate for the winter trade, and it must be to some extent conjectural.

From Hunt's Merchants' Magazine, No. 70, it appears the average time between the opening and closing of the Hudson, from 1831 to 1845, was ninety-five days: the date of closing ranging from November 25th to December 21st, and the date of opening from February 4th to April 13th. It is well known that the river is often much obstructed before it closes for the season; and the uncertainty attending the closing and opening operates for a considerable time to restrict calculations of business that depend on navigation. It may therefore be taken as a fair average, for reliable business, that the navigation opens 1st of April and closes 1st December. The main business is done between these dates, and for the purpose of general estimates the season of navigation may be taken at eight months.

The receipts for freight carried on the Western railroad (Massachusetts) in the four months of January, February, March and December 1844, (taking the miles travelled by freight trains, the best means I have to ascertain the proportion,) amounted to \$97,978; and the receipts for passengers (computed on the proportion of the number carried) was \$85,667; together, \$183,645. This amount of business was done when the railroads west of Albany did not carry freight, except for the last month, December, and for that year the Hudson was navigable until the 17th of that month; little benefit, therefore, was derived from freight brought from the roads west of Albany. It is supposed the freight on that railroad (Western) for the same months in 1845, has been considerably greater than above given for 1844. The official annual report for 1845 has not yet been published; but it is very well ascertained that the total annual receipts have been near \$60,000 more in 1845 than in 1844, and that a large proportion if not the principal increase has occurred during the winter months. If the total receipts for freight and passengers amounted in the four winter months of 1844, to \$183,000, without material aid from the railroads west of Albany, and in view of the facts above stated, we may expect, with great confidence, that for the same months in 1845, the total receipts for the winter months have not been less than \$200,000, and probably \$220,000. This road is about 12 miles lon-

ger than the projected Hudson river railroad. From weekly reports made this season it appears, the freight business on the roads west of Albany and on the Western road in Massachusetts, has increased largely over that of last winter, and it may be assumed with great safety that the winter receipts of 1846 will be more than \$220,000.

It is considered to be a safe estimate, that the receipts on the projected Hudson river road, for freight and passengers, will be at least 50 per cent. greater than on the Western road during the four winter months.—It is not deemed necessary to go into any comparison to show the propriety of assuming this ratio of receipts. The great importance of the projected road, in forming a connection between the political and commercial capitals of the state, as well as the highly commercial character of the avenue occupied, are believed to fully warrant the ratio above stated.

Collecting the data, which have been discussed in the preceeding pages in considerable detail, we have as the annual gross revenue of the projected railroad, the following:

Estimated receipts for the eight summer months:—

250,000 through passengers at \$1 50.....	\$375,000
250,000 way " " 70.....	175,000
Freights, estimated.....	50,000

Estimated receipts for the four winter months:

On freight and passengers, assuming receipts at fifty per cent. greater than the probable amount of those for the same months of the current year, on the Western road, viz.

\$220,000.....	330,000
United States mail.....	40,000

Total receipts per annum.....	970,000
Deduct one-half for expenses.....	485,000

Nett revenue per annum.....	\$485,000
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Considering that the receipts on the Western (Massachusetts) road were over \$800,000 for 1845, it cannot be regarded that the above estimate exceeds the bounds of caution. It is true, the rates of transportation for summer cannot be as high; but the large amount of business furnished by this great thoroughfare, and the superior economy at which it can be done, more than balances this consideration.

It is clear, if the above income can be realized, there will be a fair return for the capital invested. After much reflection I do not see reason to reduce it. It is not probable this amount will be realized the first year the road is opened, but I think there is good ground to expect it the second, or at farthest, the third year of its operation. In order to guard against an excess in the estimate of income, I have taken as data the present amount of business. This will increase with the general commercial extension and prosperity of the country; and also, by the new and more ample accommodation which the railroad itself will furnish.

I have endeavored to discuss this enterprize in all its bearings, with the detail that appeared necessary to give a fair, and as I trust, an impartial view of its merits. The conclusions at which I have arrived, (though to others they may not appear warranted,) are the result of much examination, and I believe have been reached with due caution against

inducing expectations in relation to cost and income that would eventually be disappointed. As I have advanced from step to step, the feasibility and the productiveness of the projected enterprize have appeared more and more favorable; and the conclusion is that this route is the best one for a road, to meet the wants of this great thoroughfare—that the commercial interest of this city and of the interior of the state, will be greatly benefitted by its construction—and that, though a single track is proposed to be laid down, (with 20 miles double track through the Highlands,) to be first put in operation, a double track road will soon be required to accommodate the trade in the most satisfactory manner, and should be looked to as the ultimate completion of the enterprize.

As soon as the road is put in operation by a single track the work of extending the second track should be carried northwards from Fishkill to Poughkeepsie, and southwards from Peekskill to New York, as early as practicable. With a double track from New York to Poughkeepsie, twenty-five per cent. more business than stated in the estimate can be conveniently done, and its increase will be provided for by extending the double track through to Albany.

General Remarks.

Having now completed the duty of examining the projected enterprize, it affords me pleasure to be able to present it as a measure that, beyond all question, will confer a great benefit on the commercial interests of this city, and of the interior of the state; and also, that offers a good prospect of fair remuneration for the capital required.

I am fully aware of the impression which prevails to a large extent, that the cheapness of conveyance by steamboats on the Hudson river will render it impracticable for a railroad to compete with them. It would certainly be great folly to go into the expenditure of so much money as would be necessary for such an enterprize, without such prospects of usefulness and remuneration as would warrant the expense; and so far as my judgment has enabled me, I have taken what I deem a cautious view of the whole subject. It is not expected, nor does the estimate contemplate, that all the passengers will prefer the railroad, or that the steamboats will abandon the passenger business; but it is confidently believed, there are considerations that will induce a large portion of them to give the railroad a preference to the boats. The fare proposed for the railroad is about the same as paid on the steamboats, when the charge for passage in the night boats is fifty cents: that is—

Passage.....	30 50
Supper.....	0 50
Berth.....	0 50
Care of baggage, from 12½ to 25 cents, say..	0 12½

Total.....	\$1 62½
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The item for baggage is not a charge by the boat owners, but a perquisite, which goes to compensation of hands; and though not obliged to pay it, travellers find their comfort in submitting to the charge.

By the railroad a passenger in the after-

noon train would reach Albany or New York in time for regular lodging at his residence or hotel. But it will be said, he must pay for his supper and lodging if he goes to a hotel. This is true, and if he chooses to consult his comfort, it will cost him about eighty-seven and a half cents more by the railroad than by the boat, or if he chooses, he may reduce the difference to fifty cents. To large numbers of travellers, a night on a steamboat is more or less uncomfortable, and the difference in expense would not be regarded as a consideration, compared with the comfort and superior condition a man feels for business after a night of regular rest, over that which follows a steamboat lodging. Business men travel in the night to save time, and there can be no doubt many of them would pay a small sum extra if they could gain the time, and also enjoy their regular rest. Notwithstanding the superior comfort of a railroad passage there is no doubt that large numbers, for the saving of a few shillings, would sacrifice it, and take the boats; but the class who would prefer the railroad, is believed to be large, holding a respectable ratio as to numbers.

It will be in the power of the railroad to run their trains more frequently, and thus take up the passengers more in detail.

Let a train of cars start at 7 o'clock, a.m., from Albany, at the hour of the morning boat, with all reasonable assurance that it will reach New York before or at noon; can there be a doubt that the mass of business men would take the cars, at the price proposed rather than a boat at any terms that could be offered? The traveller for pleasure would find more commanding and varied scenery, combining a beautiful rural district with all that is bold and grand on the river, without a toilsome day on a boat; and though time might not be so important, the comfort, interest, and expedition of the passage would be sufficient to lead a large majority to the railroad.

A passenger leaving Albany at 7 o'clock a.m., could devote four hours to business in New York, and return in good season to his own lodgings in Albany the evening of the same day; and the same from New York to Albany.

A passenger leaving Utica, Syracuse or Auburn in the morning, could reach New York by nine or ten o'clock, p.m., and leaving New York in the morning at 7 o'clock, could reach Utica, Syracuse and Auburn by 6, 7 and 8 o'clock, respectively, the evening of the same day; and Rochester by 12 at night of the same day. It may be replied, that the roads west of Albany do not travel fast enough for this. Though they may not do it now, they will find it their interest at no distant day to accomplish this, and more; their duty, their interest, and their inclination will prompt them to keep pace with the improvements in railroad speed, that is sure to take place on all important thoroughfares.

In regard to way passengers, the frequency with which they will have the opportunity of taking the cars, as well as the expedition with which they will be conveyed, leaves no reasonable doubt that of those on the east

side of the Hudson, with Newburgh, West Point and Caldwell's on the west side, a large majority will take the railroad.

In addition to what has already been said in relation to the winter business, it may be remarked that an easy communication with New York would be highly beneficial to the agricultural and manufacturing interests of the districts through which the road must pass, and this would extend to both sides of the river above the Highlands, embracing an extensive and fertile district, producing largely those articles that are in daily demand for consumption in New York, and containing numerous manufacturing establishments, whose prosperity will be greatly benefited by having at all times an easy access to and from market. There can be no doubt these sources of local trade will greatly add to the winter business of the road. The winter travel on the road, with present facilities both for way and through passengers, is no criterion to judge of its extent, when it shall have a cheap and easy means of communication that may at all times be depended on.

The high commercial character hitherto enjoyed by the city and state of New York, is owing mainly to the fact that the Hudson river, passing through the great chain of Highlands, opens an easy navigation to the great inland communications north and west; but this navigation is so obstructed by ice that it cannot be relied on for more than about eight months in a year. An improvement, therefore, that will make this communication easy, convenient and reliable at all seasons of the year, is obviously of great importance to all interested in this avenue of commerce. The projected road will afford this communication and is demanded by the present state of science and commercial improvement; it occupies the most direct and level and therefore the best route that can be had to effect the object proposed.

In view of all the circumstances of the I have come to the conclusion before expressed, that such a road as proposed will confer great commercial facilities, and be able to command a business, that will afford a fair income for the capital required. The reasons have been given in plain and sober statements, that others may judge of their sufficiency to sustain the conclusions at which I have arrived. The project is a noble one; the accomplishment of which will be an honor to the city and the state; and it is fully believed, that, before time will permit its completion, the community will be impatient of the delay. At the same time it is not proper to allow the magnificence of an enterprise to interfere with that sober, cautious and thorough investigation, that can alone reach reliable conclusions on its prospects of usefulness to the public, and remuneration to the capital required for its construction. It is believed a careful examination has been made of the successful results at which well constructed and well managed railroads have arrived, in the celerity, ease and safety of transporting passengers, particularly on long lines, and that such results fully warrant the estimate for the summer business that has

been presented; that for the winter will hardly be questioned.

An extract from the report of the British board of trade, in Huut's Merchants' Magazine, vol. 12, page 154, states that "of 18,453,000 passengers on all the English railroads in 1842, one man only was killed while riding in the train, and observing the proper degree of caution." This is about equal to one man in 18 years, estimated on the business of the Hudson river.

The December number of the Westminster Review, article 7, on railway investment, holds the following language:—"Let us clearly understand our position. We have arrived at a new epoch in the history of the world. A new element of civilization has been developed. As was the invention of letters, as was the printing press, as was the steam engine, so is the railway in the affairs of mankind. It is a revolution among nations. A moral revolution as affecting the diffusion of knowledge, the interchange of social relations, the perpetuation of peace, the extension of commerce; and a revolution in all the relations of property.

"We refer by the latter observation to the cheapening in all kinds of commodities by the facilities of carriage and the saving of time on the part of the producers, afforded by railways, and especially to the influence of railways upon the value of houses and land. Time was when the inhabitants of towns rose almost in arms to repel railway companies as an hostile invasion; now what has been discovered? The towns without railways find themselves distanced in the race of competition by their neighbors; manufacturers with no other than the old means of transport, cannot execute their orders either as expeditiously or as cheaply as the manufacturers of towns situated upon a line.

"Those who travel slow exclaim 'we are ruined by those who travel fast; we also must therefore travel fast;' and hence the demand for railways to connect every town of the united kingdom is not, to a very great extent, a mere mania for speculation in scrip; it is a real *bona fide* want of society, which sooner or later must be supplied."

Similar testimony might be presented, as to the influence of railways on continental Europe, and to some extent, in our own country, more particularly in the eastern states, where they have greatly advanced the facilities of social intercourse and commercial improvement. This influence has not been so much to supersede good water communications, as to increase the trade and travel of the communities where they exist, by enlarging the facilities of commercial intercourse.

The enterprise is now submitted to the consideration of the public, as entirely feasible, as highly important to the social and commercial interests of both city and country, and as one that it is fully believed, will afford a fair return for the capital required for its construction.

JOHN B. JERVIS.

NOTE.—I have been assisted in the surveys and calculations presented in the above report, by Messrs. Henry Tracy, John C. Campbell and Benjamin F. Crane, civil engineers. J. B. J.

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Total sums, in pounds, expended at dates of latest balance sheets.	Cost of working in pounds for six months as stated in latest balance sheets.	Total earnings, in pounds, for six months as stated in latest balance sheets.	Dividend at last meeting.		Paid on share.	Value of share.	NEW AND PROPOSED RAILWAYS.	Share Capital.
							Per share.	Per cent. per annum.				
Arboath and Forfar.....	15	102,000	35,000	138,870	.....	0 12 6 2 10 0	25	20	25	20	Aberdeen.....	1,500,000
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	53,203 1 5 0 2 10 0	100	100	100	100	Barnsley Junction.....	200,000
Brandling Junction.....	23	161,700	365,470	481,452	.....	.....	4	10	0	0	Belfast and Ballymena.....	365,000
Bristol and Gloucester.....	37	400,000	211,000	657,825	.....	.....	nihil.	30	59	59	Blackburn and Accrington.....	400,000
Chester and Birkenhead.....	14	750,000	143,170	518,980	5,856	13,148 0 10 0 2 0 0	50	60	60	60	Birk. and Ches. Junction.....	1,000,000
Dublin and Drogheda.....	31	450,000	150,000	582,254	.....	.....	nihil.	60	115	115	Bolt, Wigan and Liverpool.....	800,000
Dublin and Kingston.....	6	200,000	152,200	349,736	.....	.....	9	0 0 0 0 0 0	100	251	Caledonian.....	1,800,000
Dundee and Arbroath.....	16	100,000	49,445	153,416	2,989	6,993 1 5 0 5 0 0	25	36	25	36	Cambridge and Lincoln.....	1,250,000
Durham and Sunderland.....	18	169,350	124,055	270,392	9,889	17,702	nihil.	50	25	25	Chatham and Portsmouth.....	5,000,000
East County and North and East.....	86	4,443,200	1,341,155	3,931,905	47,385	118,726 1 6 6	45	57	45	57	Chester and Wrexham.....	120,000
Edinburg and Glasgow.....	46	1,125,000	375,000	1,649,523	29,429	55,866 1 5 0 5 0 0	50	78	50	78	Churnet valley.....	1,800,000
Glasgow, Paisley and Ayr.....	51	937,500	1,071,258	12,446	36,736	1 5 0 5 0 0	50	72	50	72	Direct Northern to York.....	4,000,000
Glasgow, Paisley and Greenock.....	22	650,000	216,666	797,643	11,830	23,447 0 5 0 2 0 0	25	21	25	21	Dublin and Belfast.....	950,000
Grand Junction.....	104	2,478,712	.....	2,503,671	84,309	195,080 5 0 0 10 0 0	100	239	100	239	Dundee and Perth.....	250,000
Great North of England.....	45	969,000	581,017	1,307,487	12,201	36,189 3 0 0 6 0 0	100	230	100	230	Edinburg and Northern.....	800,000
Great Western.....	22	4,650,000	3,679,343	7,445,689	143,279	440,046 4 0 0 8 0 0	80	215	80	215	Ely and Bedford.....	270,000
Hartlepool.....	15	438,000	155,540	719,205	.....	.....	8	0 0 100	50	25	Glasgow, Dum. & Carlisle.....	1,300,000
Leicester and Swannington.....	16	140,000	.....	140,000	2,207	6,317 1 5 0 5 0 0	50	50	50	50	Gt. South and West Ext.....	1,200,000
Liverpool and Manchester.....	32	1,200,000	497,750	1,785,000	64,885	141,252 5 0 10 0 0	100	214	100	214	Gt. Grimsby and Sheffield.....	600,000
Llanelli.....	27	200,000	44,000	221,624	.....	.....	1	0 0 2 0 0	87	...	Harwich and E. coun. Jun.....	160,000
London and Birmingham.....	20	8,874,976	1,928,845	6,611,005	96,413	456,997 5 0 10 0 0	100	245	100	245	Huddersfield & M. rl. & cl.....	60,000
London and Blackwall.....	3	804,000	266,000	1,768,851	15,978	23,870 3 0 1 10 0	16	10	16	10	Kendal and Windermere.....	125,000
London and Brighton.....	56	1,935,000	705,000	2,637,753	30,490	130,156 1 10 0 6 0 0	50	77	50	77	Leeds and Dewsbury.....	400,000
London and Croyden.....	8	550,000	229,000	761,885	7,583	10,545 0 8 0 4 0 0	14	23	14	23	Leeds and Thirsk.....	900,000
London and Greenwich.....	3	759,383	233,300	1,040,930	15,193	28,933	nihil.	13	11	11	Liv. Ormskirk and Preston.....	600,000
London and South Western.....	92	2,222,100	630,100	2,604,405	89,439	190,631 2 0 0 10 0 0	41	82	41	82	London and Portsmouth.....	1,750,000
Manchester and Birmingham.....	31	2,100,000	690,586	1,923,699	15,397	58,162 1 0 0 5 0 0	40	62	40	62	London and York.....	5,000,000
Manchester and Bolton.....	10	778,100	197,730	773,743	8,565	21,140 2 2 0 4 10 0	93	169	93	169	Londonderry & Enniskillen.....	500,000
Manchester and Leeds and Hull.....	87	2,937,500	1,943,932	3,921,593	46,653	156,761 8 10 0	60	170	60	170	Lynn and Ely.....	200,000
Midland railway.....	179	5,158,900	1,719,630	6,279,838	75,237	276,129 3 0 0 6 0 0	100	192	100	192	Manchester, Bury and Ross.....	300,000
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069	26,499	46,745 5 0 0 5 0 0	100	113	100	113	Manchester and Buxton.....	250,000
Newcastle and Darlington.....	23	500,000	.....	405,728	.....	.....	1	0 0 8 0 0	21	56	Mullingar and Athlone.....	.....
Newcastle and North Shields.....	7	150,000	153,876	309,629	8,943	18,466 6 9 0 50	63	West London Extension.....	64,000	.....	.....	.....
North Union.....	39	739,201	308,306	1,028,593	24,788	37,794 2 10 0 6 5 0	100	176	100	176	Newcastle and Berwick.....	700,000
Paris and Orleans.....	82	1,600,000	400,000	1,978,415	.....	.....	0	16 0 8 0 0	20	45	Richmond & W. End Junc.....	.....
Paris and Rouen.....	84	1,440,000	.....	.....	31,247	91,171 8 0 0	20	40	20	40	Scottish Central.....	700,000
Preston and Wyre.....	19	830,000	179,852	355,161	4,191	7,066 4 0 0	50	32	50	32	Sheffield and Lincolnshire.....	650,000
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	11,895	14,876	nihil.	87	135	135	Shrewsbury and Gd. Junc.....	400,000
South Eastern.....	88	2,996,000	1,530,277	3,464,172	69,288	139,042 3 1 4	33	48	33	48	Shrew. Wolv. Dudley & B.....	900,000
Taff Vale.....	30	465,000	195,000	595,089	9,115	22,692 17 7 3 15 0	100	104	100	104	Trent Valley.....	900,000
Ulster.....	25	519,150	20,000	348,626	5,401	13,856 0 15 0 5 1 8	32	52	32	52	West London Extension.....	64,000
Yarmouth and Norwich.....	20	187,500	62,500	230,036	5,186	10,008 1 0 0 5 0 0	20	29	20	29	West Yorkshire.....	1,000,000
York and N. Mid. and Leeds and Selby	28	1,062,500	167,500	1,107,146	31,349	75,474 2 10 0 10 0 0	50	115	50	115	Whitehaven and Maryport.....	100,000

ENGLISH STEAM AND MISCELLANEOUS COMPANIES.

ENGLISH STEAM AND MISCELLANEOUS COMPANIES.

Steam and Miscellaneous.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo Mexican Mint....	10,000	10	10	.....	15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000		18½	.....	2	.....	Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company	5,700	100	35	.....	34½	.....	Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	100	10		
Gt Western Steam Pa.....			100	.....	25	.....	Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Lav....	15,000	10	6	5	6½	.....	Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½	.....	Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental..	11,493	50	50	7	64½	65	Regents or Loncon.....	21,418	33½	33½	2½	25	25
Ditto.....	3,200	50	40	7	.....	.....	Shropshire.....	500	125	125	6	120	120
Polytechnic Institution....			6	.....	7	.....	Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc.....	5,387	100	100	4½	104	104	Stafford and Worcester...	700	140	140	25	480	480
R. Mail Steam Packet....	15,000	100	60	.....	36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5	.....	.....	.....	Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7½	10	15	.....	Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50	.....	.....	.....	Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100	.....	.....	.....	Severn & Why & Rail Av.	3,762	26½	26½	5½	30	30
							Trent and Mersey.....	2,600	50	50	65	495	
							Thames and Medway.....	8,149	19½	19½	.....	10	10
							Warwick and Birmingham..	1,000	100	100	10½	167	
							Warwick and Napton.....	980	100	100	8½	123	

Canals.

Ashby de la Zouch.....	1,432	113	av.	4	70	70	Birmingham.....	4,800	25	25	3½	28	28	
Barnsley.....	720	100	100	14	180	180	East London.....	4,433	100	100	8	223	225	
Birmingham, 1-16 share..	3,000	118½	79	10	150	160	Grand Junction.....	5,500	av.	41	2-3	7½	88	90
Do. and Liverpool Junction	4,000	160	100	.....	13½	13½	New River L. B. Ann....	1,500				2½		
Coventry.....	500	100	100	20	365	365	Manchester and Salford...	6,486	av.	30		8½	57	57
Cromford.....	460	do.	do.	24	250	250	Vauxhall, lt. S. London...	1,000		100		5	55	55
Derby.....	600	do.	do.	9	105	105	West Middlesex.....	8,294	av.	63½		6½	126	127
Erewash.....	231	do.	do.	32	440	440								
Forth and Clyde.....	1,297	400½	40½	4	440	440								
Grand Junction.....	11,600	100	100	7	162	161½								
Grand Surrey.....	1,500	do.	do.	.....	20	.....							
Gloucester and Rerkley...	5,000	do.	do.	.....	8	8								
Glantham.....	749	150	150	8	185	185								
Lancaster.....	11,699	47½	47½	3	40	40								
Leeds and Liverpool.....	2,897	100	100	34	640	640								
Leicester.....	545		140	9	139	139								

Water Works.

Birmingham.....	4,800	25	25	3½	28	28	Commercial Dock.....	1,065	100	100	3	80	
East London.....	4,433	100	100	8	223	225	East and West India.....		sto.		5½	137	
Grand Junction.....	5,500	av.	41	2-3	7½	88	London.....	3,238,310	sto.		4½	114½	115
New River L. B. Ann....	1,500				2½		St. Katharine.....	1,352,752	sto.		5	116	171
Manchester and Salford...	6,486	av.	30		8½	57	Southampton.....	7,000	50	50			
Vauxhall, lt. S. London...	1,000		100		5	55							
West Middlesex.....	8,294	av.	63½		6½	126							

Docks.

Commercial Dock.....	1,065	100	100	3	80	
East and West India.....		sto.		5½	137	
London.....	3,238,310	sto.		4½	114½	115
St. Katharine.....	1,352,752	sto.		5	116	171
Southampton.....	7,000	50	50			

AMERICAN RAILROADS.															
NAMES OF RAILROADS.		Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share	1843. Income.		Div. per cent.	1844. Income.		Div. per cent.	1845. Income.		Div. per cent.
							Gross.	Nett.		Gross.	Nett.		Gross.	Nett.	
Maine.	1 Portland, Saco and Portsmouth.....	50	1,200,000				89,997	47,166	7	131,404	62,172	6			
N. Ham.	2 Concord.....	35	750,000									12			
Mass.	3 Boston and Maine.....	56	1,485,461				178,745	68,499	6	233,101	86,401	6			
	4 Boston and Maine extension.....	17	455,703	unfin.											
	5 Boston and Lowell.....	26	1,863,746				277,315	144,000	8	316,909	147,615	8			
	6 Boston and Providence.....	41	1,886,135	none.	18,600	100	233,368	110,823	6	282,701	156,109	6			
	7 Boston and Worcester.....	44	2,914,078				404,141	162,000	6	428,437	195,163	7			
	8 Berkshire.....	21	250,000	not stated				17,500	7	17,737					
	9 Charlestown branch.....		280,260						13	34,654	13,971	5			
	10 Eastern.....	54	2,388,631				279,563	140,595	6	337,238	227,920	8			
	11 Fitchburg.....	50	1,150,000	just op'n'd						42,759	26,835				
	12 Nashua and Lowell.....	14	380,000				84,079		8	94,588	34,944	10			
	13 New Bedford and Taunton.....	20	430,962				50,671	24,000	6	64,998	24,000	6			
	14 Northampton and Springfield.....		172,883	unfin.											
	15 Norwich and Worcester.....	66	2,290,000	900,000	16,535	100	162,336	24,871		230,674	99,464	3			
	16 Old Colony.....		87,820	unfin.											
	17 Stoughton branch.....	4	63,075	unfin.											
	18 Taunton branch.....	11	250,000					20,000	8	96,687	20,000	8			
	19 Vermont and Massachusetts.....														
	20 West Stockbridge.....	3	41,516	200		100						4			
	21 Western, (117 miles in Mass.,).....	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3			
	22 Worcester branch to Milbury.....	3	42,000												
	23 Housatonic, (10 months,).....	74	1,244,123							150,000					
Conn.	24 Hartford and New Haven.....	38	1,100,000	100,000	10,000	100						6			
	25 Hartford and Springfield.....	25	600,000	400,000	2,000	100									
N. York.	26 Stonington, (year ending 1st Sept.,).....	48	2,600,000	650,000	13,000	100	113,889			154,724	79,845				
	27 Attica and Buffalo.....	31	336,211				45,896	7,522		73,248	48,033				
	28 Auburn and Rochester.....	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6			
	29 Auburn and Syracuse.....	26	766,657			133	86,291	27,334		96,738	52,544	6			
	30 Buffalo and Niagara.....	22	200,000		1,500										
	31 Erie, (446 miles,).....		5,000,000												
	32 Erie, opened.....	53						48,000		126,020	59,075				
	33 Harlem.....	26	2,250,000	750,000	30,000					140,685	62,399				
	34 Hudson and Berkshire.....	31	575,613			50				35,029	1,789				
	35 Long Island.....	96	1,610,221	392,340	29,846					153,456	58,996				
	36 Mohawk and Hudson.....	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763				
	37 Saratoga and Schenectady.....	22	303,658				42,242	3,000	1	34,666	8,455				
	38 Schenectady and Troy.....	20	640,800				28,043			32,646	6,365				
	39 Syracuse and Utica.....	53	1,115,897	none.	16,000	62	163,701	72,000		192,061	120,992	8			
	40 Tonawanda.....	43	727,332				76,227			114,177	75,865	5			
	41 Troy and Greenbush.....	6	180,000												
	42 Troy and Saratoga.....	25	475,801				44,325	21,000		38,502	9,971	2			
N. Jersey	43 Utica and Schenectady.....	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8			
	44 Camden and Amboy.....	61	3,200,000				682,832	383,880		784,191	404,956				
	45 Elizabethtown and Somerville.....	26	500,000												
	46 New Jersey.....	34	2,000,000												
	47 Paterson.....	16	500,000									6			
Penn.	48 Beaver Meadow.....	26	1,000,000												
	49 Cumberland Valley.....	46	1,250,000												
	50 Harrisburg and Lancaster.....	36	860,000	645,929									77,538	9,988	
	51 Hazleton branch.....	10	120,000												
	52 Little Schuylkill.....	29	900,000												
	53 Blossburg and Corning.....	40	600,000												
	54 Mauch Chunk.....	9	100,000												
	55 Buck Mountain.....	4	72,000												
	56 Minehill and Schuylkill Haven.....	19	396,117	25,000	7,019	50			12			12			
	57 Norristown.....	20	800,000												
	58 Philadelphia and Trenton.....	30	400,000												
	59 Pottsville and Danville.....	29	1,500,000												
	60 Reading.....	94	9,457,570	7,447,570	40,200	50				597,613	343,511				
	61 Schuylkill valley.....	10	1,000,000												
	62 Williamsport and Elmira.....	25	400,000				20,000								
	63 Philadelphia and Baltimore.....	93	4,400,000				43,043	200,000			210,000				
Delaw're	64 Frenchtown.....	16	600,000												
Maryl'd	65 Baltimore and Ohio, (1st Oct.).....	188	7,742,410	1,153,709			575,235	279,402		658,620	346,946		738,603	374,762	3
	66 Baltimore and Washington.....	38	1,800,000				177,227	71,691		212,129	104,529		208,813	95,094	6
	67 Baltimore and Susquehanna.....	58	3,000,000												
	68 Wrightsville, York and Gettysburg.....	12	500,000												
Virginia	69 Greensville and Roanoke.....	18	284,433	37,544	2,000	100				25,368	6,074	3			
	70 Petersburg.....	63	969,880	63,000	7,690	100				122,871	72,898	6			
	71 Portsmouth and Roanoke.....	78	1,454,171												
	72 Richmond, Fredericks'g and Potomac.....	76	800,000							185,243	85,688				
	73 Richmond and Petersburg.....	22	700,000												
	74 Winchester and Potomac.....	32	500,000												
N. Car.	75 Raleigh and Gaston.....	84	1,360,000												
	76 Wilmington and Raleigh.....	161	1,800,000									5			
S. Car.	77 South Carolina.....	136													
	78 Columbia.....	66	5,671,452		34,410	75	201,464	77,456		532,871	140,196				
Georgia	79 Central.....	190	2,581,723	400,000	20,510	100	227,532	93,190		328,425	180,704				
	80 Georgia.....	147	2,650,000				248,026	158,207		248,096	147,523				
	81 Montgomery and West Point.....	89	500,000	170,000		100				35,000	15,000				
Kent'ky	82 Lexington and Ohio.....	40	450,000												
Ohio.	83 Little Miami.....	40	400,000												
	84 Mad river.....	40	152,000										24,984	3,280	
Indiana	85 Madison and Indianapolis.....	56	212,000	50,000			22,110	8,639	8	39,031	10,065	9			
Canada	86 Champlain and St. Lawrence.....	15						12,000		58,000	24,000				

Correspondents will oblige us by sending in their communications by Tuesday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N. Y.

Saturday, February 31, 1846.

WESTERN RAILROAD.—Receipts for week ending			
January 31st.....	1846.	1845.	
Passengers.....	\$5,957	\$5,348	
Freight, etc.....	8,542	7,401	
Total.....	\$14,490	\$12,749	
Net gain this week.....		1,741	
Previously gain.....		9,758	

Total gain this year.....\$11,499

Comparative statement of the business on the Philadelphia and Reading railway during the month of January, for three years, viz:

	1844.	1845.	1846.
Travel.....	\$4,642 91	\$6,021 94	\$6,976 54
Freight on goods.....	4,951 09	5,323 98	9,273 92
Do. do. coal.....	11,374 16	28,546 18	52,720 82
Trans. U. S. mail.....	500 00	783 33	783 34

21,468 16 40,675 43 69,754 62
Coal-trans., tons. 11,739 19 29,838 09 50,167 14

Central Railroad, Michigan.—The receipts of this road for the month of December, were as follows:

	1845.	1844.
Freight.....	\$12,802 56	\$4,469 66
Passengers.....	4,325 08	3,454 08
U. S. mail.....		697 69

17,127 64 8,721 43
Increase..... 8,506 21

Thus we see the effects of a poor and a good crop upon a railroad through an agricultural community.

Dividends.—The Syracuse and Utica railroad company have declared a semi-annual dividend of two dollars and a half on each share, payable to N. York stockholders at the American Exchange bank, on the 16th instant.

The Auburn and Syracuse railroad have declared a dividend of four per cent.

ADVERTISEMENTS flow in upon us, and indicate strongly the growing interest taken in the extension of the system. It is gratifying to us in more than one way, to receive and insert them; not more so however, than to feel assured that we render a full equivalent to those who advertise in the Journal, for what we receive in return. We shall hereafter, give every advertisement one insertion in the editorial columns as below.

Bridgeport Railroad.

Notice to Contractors.—We give place to the following notice to contractors, with great pleasure; and we congratulate the people of Bridgeport upon the prospect of having a good road. May they derive

ample returns, and all the advantages they ever anticipated from it. With one-tenth of the enterprise and energy of Bridgeport, in proportion to her resources, this city would have had a thousand miles of railroad, terminating in its streets, and tributary to its business, and under the control of its business men—instead of 52 miles on the Erie, 94 on Long Island, and 26 to White Plains!

NOTICE TO CONTRACTORS. PROPOSALS will be received at Bridgeport, until the 20th of March next, for re-laying the Housatonic railroad with an H rail.

Specifications will be furnished at the office of the undersigned, in Bridgeport, on and after the 20th February.

R. B. MASON, Engineer.
Bridgeport, February 14, 1846. 8 5t

CONTRACTORS will do well to attend to the following notice. It allows them a little more time, than the previous notice, to examine the line, and put in their bids.

PROVIDENCE & WORCESTER R. R.
Notice to Contractors. The time for receiving proposals has been extended to the 11th March. The route is ready for examination, and blank proposals and specifications may be had at Worcester and Providence. All proposals must be sealed, accompanied by names of references and surities, and directed to the engineer, at Providence, prior to the above date.

8 4t T. WILLIS PRATT, Engineer.

The attention of our readers is called to the following advertisement for second-hand railroad iron.

RAILROAD IRON WANTED. WANTED, 50 tons of Light Flat Bar Railroad Iron. The advertisers would prefer second-hand iron, if not too much worn. Address Box 384 Philadelphia P. O.—Post paid. 8 4t

Steam Pile Driver, Passenger Cars, etc.

If the engineer, at the south, who inquired of us last year in relation to "steam pile drivers" to make a railroad across that swamp is not supplied, we would recommend him to Messrs. Davis and Brooks, of this city, who have one ready made, by a first rate shop, which may be had a bargain.

DAVIS, BROOKS & CO., 30 WALL ST., have on hand for sale,

Railway Iron of different sizes—heavy and flat bars.

A Steam Pile Driver—built by "Dunham & Co."—in complete order; has never been used, and for sale a bargain. Cost originally \$5,000. Also 12 Railway Passenger Cars, that have never been used, which will be sold a bargain. 8 4t

WHARF BOLTS. THE SUBSCRIBERS are now ready to Contract to deliver Wharf Bolts, at a reduction of 10 per cent. on last year's prices. SAM'L KIMBER & CO. 59 North Wharves, Philadelphia. 8 4t

MAPS, REPORTS AND PAMPHLETS.—We acknowledge the receipt of, and tender our thanks for, the following maps, reports and pamphlets, viz:

A map of the projected railroad from Harrisburg to Pittsburg, etc.

A map showing the several routes examined with a view to the extension of the Baltimore and Ohio railroad to the Ohio, etc.

The annual report of the Pennsylvania canal commissioners.

A copy of the proceedings of the great meeting at Philadelphia on 10th December last in relation to a direct railroad to Pittsburg.

The 14th annual report of the Boston and Worcester railroad company.

A copy of the proceedings of the stockholders of the Boston and Worcester railroad at an adjourned meeting on the 12th January, with the communication from the president in relation to the proposed union with the Western railroad.

Reading Railroad.

We received some time since a single number of the Philadelphia American Sentinel, containing an abstract of the annual report of the Reading railroad company, but as we desired to give the report entire, or so much of it as would enable our readers to see the whole operation of the past year, in detail, and as we expected an early copy of the report, the abstract was not published. More than a month, has passed since the annual meeting, but no copy of the report has reached us and therefore we have not had an opportunity to refer to this very important work as we desired. It is probable that a copy has been forwarded and not come to hand. Will some friend furnish us with a copy.

Rolling Mills Making Railroad Iron in the United States.

New York and Maryland iron and coal company, "Mount Savage," near Cumberland, Maryland.—William Young, President, Jennon's Run, Allegheny Co., Maryland.

Montour iron company, Danville, Pennsylvania.—Leavitt, Murdock & Co., New York, agents.

New Jersey iron company, Trenton, New Jersey.—Peter Cooper, New York, proprietor.

New England iron company, Providence, R. I.

There are several other mills, but we have not sufficient information to insert them, and therefore request each of our readers, who can give us the details—name, proprietors and capacity of work or quantity of iron made, to oblige us with the facts—together with any other information in the line, relative to the progress of the system, which may be interesting or useful.

Monongahela Suspension Aquaduct.

It affords us pleasure to publish the following extract from a letter, dated Pittsburg, 12th inst. We have been waiting for this announcement with some interest, and we hope to have a drawing soon for the Journal.

"The Monongahela bridge is now open for all kinds of travel, and in full blast. But to see the aquaduct to the best advantage, you must be here when the water is in, and the boats are running.—This will not be before the middle, or end, of next month. The bridge surpasses the expectations even of its friends, and has silenced the opposition for ever; It shakes less than the old wooden arch bridge did, and this pleases the public very much. The appearance of the whole structure is very pleasing now, and will be more so when painted and finished. The greater part of the coal consumed in Pittsburg passes over it, in four and six-horse teams, besides a great deal of iron, and other heavy freight; from this you may judge that it is fairly tested.

"The Fairmount bridge is well known here, and is in disrepute, on account of the vibrations to which it is liable. The stiffness promised for the Monongahela has been fully attained, and pleases the public much—as many prophesied differently. The principal features in which this structure differs from other suspension bridges, is the process of making the cables, one cable in place of a number, a continuous solid wrapping laid on perfect by machinery, in place of mere bands put on by hand, at intervals. The difference in the wooden structure, and the general arrangement of cables, suspenders and stays, which in this are all so arranged as to produce the greatest stiffness with the least weight of material."

Right of Way.

We find in the Pittsburgh Gazette, of 6th inst., a series of resolutions, passed by a large meeting of the citizens of Pittsburg, held on Wednesday, eve-

ning, 4th inst.; together with a preamble and resolution, passed by the councils, in favor of granting the right of way to the Baltimore and Ohio railroad company, to the Ohio, at Pittsburg. These resolutions embody, of course, the views, and wishes of the people of Pittsburg.

We also find, in the U. S. Gazette, of the 9th inst., a long, and very able letter, signed by *eighteen* of the most prominent and eminent merchants of Philadelphia, headed by *Thomas P. Cope*, addressed to the members of the legislature from Philadelphia city and county, strongly opposing the measure.

Here are the leading, intelligent, and influential business men of the *two cities* of Pennsylvania, situated on the two extreme borders of the state, arrayed against each other, on a matter of great importance to the state, and especially so to the two cities; the *wonder*, to a disinterested party, at a distance, is, how can such men differ on such a question? To us, it would appear—with all due deference to the eminent gentlemen with whom we so widely differ on this point only, we trust—that every dollar spent in the proper construction of this work, would be invested at *compound interest* for Pennsylvania; and to resist its construction, is suicidal to the best interests of a large number of her most enterprising citizens. We have learned, however, that people are very liable, indeed *apt*, to arrive at different conclusions, as they view an object from the *east*, or from the *west*—from the *north*, or from the *south*—or, indeed, “from the *centre* all round to the sea”—and should not, therefore, be surprised that people who look through green glasses, see things in a different light from those who use clear glass.

The great apprehension in Philadelphia appears to be, that if the Baltimore and Ohio road is allowed to reach Pittsburg, the *city* of Baltimore will operate upon the business and prosperity of that city, as the ordinary dam across a stream, to stop the water and prevent its natural flow, or to arrest the western trade, and prevent Philadelphia from receiving, as heretofore, her proper share. Whereas, to us, it appears that, if it operates as an obstruction at all, it will only be while the pond created is filling, and that then, like the stream flowing, over, or past, the dam, it will be far more useful than before the dam was erected. But then, say others, it will interfere with, and be injurious to, our people through the interior of the state, and to our state works. Would the state works be more injured by the railroad, if it terminated at Pittsburg, than at Wheeling or Parkersburg? Then, again, we believe that the construction of the Baltimore and Ohio road to Pittsburg would hasten the construction of a railroad through the interior of Pennsylvania; and thus benefit, in various ways, instead of injure, the people of the city and state.

We shall give the letter and proceedings above referred to, in our next, that the views of both parties may be seen together; and may, perhaps, have a word further to say on the subject, as we deem it one in which the whole *east* and *west* have an interest.

The breaking of ground on the Montreal railroad, last Thursday, says the N. H. Courier, of February 11th, was attended by a large and enthusiastic assemblage of the friends of the road. This road will now progress steadily until it is completed to Haverhill, and it will then, *if not before*, be commenced and continued up to the valley of the Passumpsic and the Connecticut rivers to Canada line. The productions and capabilities of that region of country are very great, yet it has been

more isolated from good markets than almost any other in our country. The population is rapidly increasing, though they have had to struggle against “every adverse circumstance that can be imagined.” Freight averages twenty dollars per ton to Portland, and thirty to Boston; of course almost every thing that is produced in Coos county is rendered nearly valueless, except for home consumption.”

We can ourselves recollect when a journey to *Portland*, from the “upper Coos,” Stewartstown, the place where we first learned to eat and grow fat upon “rye and Indian” bread—was an event to be talked of for months previous—but construct a railroad up the valley of the Connecticut, or from Portland, or indeed from both to Canada line where it touches the Connecticut river and from thence to Montreal and the population and wealth of that region will double in less than fifteen, if not in *ten* years.

The following statement from the Belknap Gazette says “the county of Coos, was incorporated in 1803, thirty-two years after the original counties. At that time it contained only about 3 thousand inhabitants—now it has about ten thousand. In horses, cattle, sheep, etc., Coos possesses full an average number of the whole State, according to her population, while in all the substantial products of the soil, except corn, it far exceeds the average. The wheat produced in the state, in 1840 was about half a bushel to each person—in Coos county, two and six-tenths bushels—barley in the state, half a bushel, in Coos six bushels—oats in the State, five bushels, in Coos forty-three, to each person.”

In lumber, Coos exceeds any one or all the other parts of the State—in fact it is the lumber region of New Hampshire. There is not a more hardy, enterprising and deserving people on the earth, than are to be found in Coos.

In a national point of view in case of war, a railroad to Canada line in that region is of immense importance, and it should be pushed on with all possible despatch. Boston and New York both have an interest in it.

To the Managers of the Different Railroads in the United States.

We desire to obtain for publication in the *Railroad Journal*, and for the convenience of travellers, a list of the *stopping places* and *principal hotels*, on each railroad, from whence *branch railroads* diverge or lines of *stage coaches* leave, similar to the following, which has been furnished at our special solicitation, and would have been published before, but that we expected others from still *further south*, to accompany it. Yet we are none the less obliged to the friend who furnished it, for his prompt attention to our request.

It seems to us that it will be quite as useful to the companies, as to the Journal, and that they will therefore afford the time necessary to furnish the statement, if we publish it from time to time as useful information. We shall be greatly obliged to those who respond promptly to this request; as it will materially aid us in a plan we have to serve travellers on railroads.

For the American Railroad Journal.

“Principal stopping places on the line of the Baltimore and Ohio railroad, in miles from Baltimore, with information to travellers concerning hotels thereat, and stages starting therefrom.

“Relay House, 7 miles from Baltimore, Mrs. Lowe’s hotel—junction of Washington Branch.

“Ellicott’s Mills, 13 miles from Baltimore.

“Sykesville, 30 do., Garrett’s hotel.

“Frederick, 60 do., City Hotel—26 miles to Hagerstown, daily coach, [at 1 P.M.,] at \$2 fare; 23 miles to Emmitsburg, try-weekly coach, [7 A.M.,] fare \$1 75.

“Point of Rock, 68 do., John Hann’s hotel—ferry and conveyance to Leesburg, 12 miles.

“Harper’s Ferry, 82 do., U. States hotel—junction of railroad to Winchester, 32 miles, daily, on the arrival of Baltimore train. Fare, \$2.

“Kerneysville, 94 do.—4 miles to Shepherdstown, daily coach, at 50 cents fare.

“Martinsburg, 100 do., Oden’s hotel—23 miles to Winchester, coach semi-weekly, Monday and Thur; 13 miles to Williamsport; 19 miles to Hagerstown, coach semi-weekly in summer, Sunday and Wednesday. No stages in winter.

“Hancock, 124 do., Bean’s hotel—coach daily to Clearspring, 15, and Hagerstown, 26 miles, connecting with cars from Cumberland; stage daily from Hagerstown to Clearspring and Hancock, connecting with cars from Baltimore. \$2 fare from Hancock to Hagerstown.

“Green Spring Run, 165 do., Bryan’s hotel—coach Monday, Wednesday and Friday, to Rumney, Clarksburg, Parkersburg, etc., connecting with cars from Baltimore, at 5 o’clock, P.M.; returning, connect, on Tuesday, Thursday and Saturday, with cars from Cumberland, at about 8½ A.M. Fare from Baltimore to Parkersburg, \$14; from Green Spring Run to Parkersburg, \$9.

“Cumberland, 179 do., Barnum’s Hotel—Cowton’s U. S. Hotel.

“During the season of the Bedford Springs *only*, there are two or three lines of coaches running daily to the Springs, 28 miles. Fare \$2.

“Private conveyances to be had at all the depots along the line.”

Washington Branch Railroad.

“There are no stopping places on the Washington Branch from which stages run. The point of divergence of the railroad to Annapolis, [20 miles long] is 18 miles from Baltimore, and 22 from Washington. The fare to Annapolis from Baltimore is \$1 50, viz: 72 cents to the junction, and 78 cents thence to Annapolis. From Washington to Annapolis \$1 75—of which the Washington road receives 85 cents, and the Annapolis road 90 cents. There is a public house at the junction. The Annapolis cars run in connection with all the trains on the Washington railroad. There is a public house at Beltsville, 12 miles from Washington. The only village on the route, is that of Bladensburg, 5 miles from Washington.

“The Savage factory, 19 miles, and the Laurel factory, 21 miles from Baltimore, are flourishing cotton manufactories, where machinery is also made upon a considerable scale. These establishments are each about a mile from the railroad, in a north-westerly direction. There is a lateral railroad to the Savage, and a turnpike to the Laurel, but no regular conveyance by either for passengers.

“In the city of Washington, the principal hotels are those of Coleman, Gadsby, Brown, Fuller, etc.

Annapolis and Ekridge Railroad.

This road diverges from the Baltimore and Washington road, 18 miles from Baltimore, and is 20 miles in length. Trains leave the point of divergence on the arrival of the trains from Baltimore, and the fare is \$1 50 from Baltimore, and 78 cents from the junction.

✍ We have had no report, or account of this road for several years. Who will furnish us with a statement of its condition and doings?

Winchester, Va., and Potomac Railroad.

This road diverges from the Baltimore and Ohio road, at Harper's ferry—and we were led formerly to anticipate its extension through the entire length of that beautiful valley of Virginia, and ultimately to Tennessee—nor do we yet relinquish the idea, though we are less sanguine than formerly—as we find less liberality in Virginia legislation than we anticipated. The time will come, however, when the Winchester road will extend the entire width of the state.

We have not received any account, or report of its proceedings, or condition for many years. The last report published in the Journal, is dated August 2d, 1836, and may be found at pages 564 and 582 of vol. 5th. Who will furnish us with a statement of its present condition, business and prospects?

Its length is 32 miles, and its cost up to August, 1836, was \$486,926, or a little over \$15,000 per mile. We shall be obliged to any gentleman who will furnish us with accurate information in relation to its present condition.

New York and its "Natural Advantages."

When the friends of railroads in this city—or more properly speaking, the true friends of New York—converse with the large property holders, the men of wealth, and the business men of all sizes, in relation to their importance, and, indeed, the necessity of their construction between here and lake Erie, and between here and Albany, they readily assent to what you say; but when they are requested to subscribe to the stock in either—and thus to show the strength of their belief in what they say—you are most sure to be met, in a large majority of cases, and, indeed, comparatively speaking, with only a few noble exceptions, with the stereotyped reply, that "the natural advantages of New York will enable her to defy all rivalry"—or, "New York has nothing to fear from Boston," etc. And, but for the resolute and determined perseverance of a few gentlemen, the directors of the New York and Erie railroad, who neglected their own immediate business, and devoted themselves, for a time, to the task of securing the construction of that great work, and to whom the citizens of New York owe a debt of gratitude, we should still have remained under the reproach of neglecting our own immediate and important interest; but, fortunately for the city, they armed themselves with a determination to succeed, and we are mortified to say that they sometimes needed double armour, not to be disheartened, however much they might be disappointed, by the want of intelligence on this subject in some: the want of confidence in its success, in others: the want of public spirit, and homogeneity of feeling in the people of this city generally; or, disgusted by the illiberality of others most largely interested in, and most abundantly able to aid in the construction of, the work—and the result was a triumphant accomplishment of the object in view, and the certain commencement and completion, at an early day, of the greatest work—for this city—yet undertaken in the state; and, for their devotion to the public good, to the best interests of this city, to the comfort of us, "common people," to the necessities of us who labor hard, and live plain, poor, or are scarcely "able to make the two ends meet," we tender them our gratitude—our warmest gratitude—for their labors. May they derive as much satisfaction and benefit, individually, as their labors will confer constant and lasting benefit upon the industrious and worthy thousands, who will be better fed, better clad, and better lodged, in consequence of the early construction of the New York

and Erie railroad, and the numerous other roads and branches, sure to follow speedily in its track.

The advantages of railroads to a city, and to a country, may be more clearly seen, by referring to what they have already accomplished for other cities and countries. Let us commence with Belgium and Brussels. In 1830, Belgium, with a territory of 11,500 square miles, and 4,200,000 population, had not a mile of railroad; but all her large cities were connected by magnificent and well kept canals: and some of them by ship canals, by which the cost of transportation was reduced to a cost varying from .7 to 1.6 of a cent, per ton a mile.

She had also over three thousand five hundred miles of paved roads; yet her enlightened rulers saw the advantages, to the people, of railroads, and they planned, and carried out, a system by which all the principal cities, and most of the large towns, are connected; thus giving the people the means of easy and cheap communication, as the fares are exceedingly low—the average rate of fare being only 1.6 cent per mile per passenger, and 2½ cents per ton for goods; while in France it is 2.4 for passengers, and 3½ to 5 cents per ton for freight; and in England, 3.8 cents per passenger, and 6½ cents per ton per mile.

What have been the effects of this system upon Belgium? The effects are not to be measured by the return, 4 per cent., upon the capital, 150,000,000 of francs invested—because the government constructed the roads, and only charges rates which will cover the expenses of working, repairs and contingencies, together with four per cent. upon their cost, but by the influences in every direction on the country. Before the construction of railroads, about 600,000 passengers travelled annually upon the ordinary roads, which, it will be perceived were paved, in 1843, three millions four hundred thousand pass over the railroads! thus enabling people to travel and transact business, who could not before afford it, as the average cost of travel, 2.8 cents per mile, and the time required would not allow it; whereas, now, the average cost of travel is only 1.6 cent per mile, and the time required is not more than one-half what would be, if they travelled in the ordinary way.

If such have been the results in Brussels and Belgium, where the people are less free, will they not be much more generally realized here, where we have five times the population, at perfect liberty to go where they please, without passports, with the greatest facilities in the world for travel, and near two hundred times the territory to furnish them business.

France has also felt the influences of railroads, and she has also planned a general system, which has been conceded to different companies to construct, in part, and to manage—the government retaining the right of way, and paying for the grading in most cases—and thus securing the construction of roads where the government desires them; which is, of course, on all the great lines in every direction from Paris.

So, also, is it in Prussia, and in Austria, and in Russia. Each of those governments are constructing railways in various directions; and we shall see, in a few years, a greater extent of railroads in Russia, than in any other, unless, perhaps, in this country—as railroads will tend here to extend the area of republican, or free government, while in Russia they will serve to rivet more firmly the fetters of that vast empire.

But it is in England, where the system is now progressing most rapidly, and most effectually, and most profitably; and it is to England, as well as to Belgium, and our own country, that we, of New

York, may look for lessons of wisdom in relation to this subject. And let us look at them a moment.

The Liverpool and Manchester railway project dates its office rent and clerk hire back to Oct. 1824. The surveys were commenced and carried on in 1825-6, and the applications to parliament were made in each of those years. In April, 1829, the company offered a premium of £500 for a locomotive which would haul twenty tons on a level road at the rate of ten miles an hour!—but the engine must not weigh over five tons—and six months were allowed for the construction. Several engines were brought out for the trial, viz: the Novelty, by Braithwait & Erickson; the Rocket, by Stephenson; and the Sans Parin, by Mr. Booth, if we recollect—and the trial was made in October, and it was entirely successful; the ——— proved the victor.

It was at that trial of locomotives that Mr. Huskisson was killed. Up to 31st May, 1830, the expenditures upon this work were stated at £820,000, or £25,625 per mile. And for the six months ending Dec. 31st, 1831, the net earnings were full five per cent.—of which they divided 4½ per cent.*

The amount of freight carried on it the six months from Dec. 31, 1830, to June 30, 1831, was 45,581; and for the next six months, to Dec. 31, 1831, was 71,428—showing an increase of 25,847 tons, or more than 50 per cent.

The passengers for the same periods respectively, was to June 30, 188,726; and to December 31, 1831, 256,321—showing an increase of 67,595, or upwards of 33 per cent.: and the total receipts were, for the first period, £65,693 13s. 6d., and for the latter six months, to Dec. 31, 1831, £90,007 13s. 11d.—showing a gain of £24,314 0s. 5d., or nearly 40 per cent.

These were the figures of the first English railroad in 1831, as reported in the American Railroad Journal, pages 149, 164 and 467, for 1832, or fourteen years ago. Now let us see what the entire expenditure, up to the last report, Jan. 1, 1845, is put down at. We find it stated in the London Railway Times, and in the Economist at.....£1,785,090 or per mile..... 55,623

The total earnings for the year

are stated at, from Jan. 1, to

July 1, 1844..... £117,559

and from July 1, to December

31, 1844..... 141,252—£258,811

The cost of working for the

same period was from Jan.

1, to July 1, 1844..... 57,239

and from July 1, to December

1, 1844..... 64,885— 122,124

Showing, according to these statements,

net receipts of..... £136,687 or nearly 8 per cent. on the entire cost—but as £497,750 is borrowed at a low rate of interest, probably not exceeding 3½ or 4 per cent., they have been able to divide from 9 to 10 per cent. on the shares.

It must be borne in mind that this road has been the pioneer of all the railroads, both in Europe and America; therefore they must have purchased their early experience at a dear rate, and hence the enormous cost, as above stated, at over fifty-five thousand pounds sterling per mile. It is very probable that another road, equally as good, could be constructed along side of it now for less than half the money. Indeed the average estimate for the 3,841 miles chartered at the last session of parliament, was under £15,000 per mile; and this has cost near four times that; and yet there has been paid already to the

* See Mr. Booth, the treasurer's statement, in the Railroad Journal, vol. I, page 467, or July 21, 1832.

shareholders, in the shape of dividends, since the opening of the road, nearly £1,600,000. This, however, is the *smallest* part of the incalculable benefits it has conferred upon the business community of Liverpool and Manchester—and upon the whole kingdom—and, indeed, upon *all christendom!!*

There were 22 regular, and 7 occasional extra coaches, capable of carrying 688 passengers only, daily between Liverpool and Manchester, and the charge was 10 shillings for an inside, and 5 shillings for an outside passage; and the time required by coach, was 4 hours upon the average. But the railroad reduced the time to 1½ hour, and the fare to 5 shillings for an inside, and 3s. 6d. for an outside passage, which caused an immediate increase, to an average of 1,070 per day, or 700,000 in 18 months!! and these are in reality but a very small portion of the influences of the eminent success of the Liverpool and Manchester railway. Its influences in this country—to say nothing of Europe—are *only* second, if, indeed, the *are* second, to those of the Erie canal, nor will they cease to operate until *every city and town* of any considerable magnitude and business, either in this country, or in Europe, has its railway facilities. They will not cease to operate until there is *more than one* line of railway extending from the waters of the *Atlantic* to those of the *Pacific*!

It may be asked why we go so far from home, and so many years back, in the history of railroads, to show their importance to this city? the *only* reply is to remind *some* people *where* and *when* railroads were commenced for commercial purposes, and to show by comparison how they have progressed, that we may be able to form a tolerably correct estimate of their value and importance to this city in future, and the necessity of immediate action, to insure the construction of a road direct to Albany, as well as to urge on the *New York and Erie*.

Railroad Management and Railroad Fares.

The following is the resolution recently offered in the senate of the New York legislature, by Mr. Lester, and adopted, in reference to the reduction of fare, and the regulation of the cars, on the railroads between Albany and Buffalo:

"Resolved, That the committee on railroads be instructed to inquire whether the rights and interests of the people do not require,

1st, That the fare on all the railroads composing the line of railroads between Albany and Buffalo, should be reduced.

2d, That at least one train of passenger cars should be run daily over the railroads, east and west, without stopping over night.

3d, That the cars on the said railroads should be run, so far as the accommodation of the public is concerned, in the same manner as though all the said railroads belonged to one company.

4th, That an officer should be appointed, or that some existing officer or board should be required to make regulations for running the cars on the said railroads.

And that the said committee report by bill or otherwise."

This was in the senate. The following is the pith of a bill introduced by the railroad committee, in the assembly, to reduce the fares on the different railroads, forming the line westward from the Hudson as follows:

	Miles.	Present price.	Proposed price.
Albany to Schenectady,	17	\$0-50	\$0-50
Troy " "	20½	50	50
Schenectady to Utica,	78	3-00	1-50
Utica to Syracuse	53	2-00	1-25
Syracuse to Auburn,	26	1-00	75
Auburn to Rochester,	78	3-00	2-00
Rochester to Attica,	43	1-50	88
Attica to Buffalo,	31	1-25	75
	326	\$12-25	\$7-63

The whole distance from the Hudson to Buffalo, by the railroads, is 326 miles, and the *present* charges from one place to another, as near as we can come at it, *estimating* the rates from Rochester to Attica and Buffalo, is \$12 25, or 3 cents 7 mills per mile. The *through* ticket is, we believe, \$10 50. The fares proposed by the committee is \$7 63, or 2 cents and 1 mill per mile.

The present charges, or rates, we consider too high for the interest of the *stockholders*, as well as for the business community; and, if there had been no restrictions upon carrying freight, we should have referred more frequently to the subject, and borne more severely upon the managers; yet, we do not, by any means, approve of this large reduction, by compulsion, nor, indeed, of *any* reduction by legislation.

We would certainly recommend to the managers a reduction of fares on this line, both way and through, and an increase in the speed and number of trains daily; and to the *people* a strenuous effort, as there now appears to be a determination, as will have been seen by the memorial in our last number, to induce the legislature to remove the restriction on carrying freight, and thus give a new impulse to business.

Some of the members of the legislature appear disposed to exercise their power over these companies, without much reserve. In the first place, some of them were restricted by the legislature from carrying freight. This it had the power to do, however doubtful or injudicious the policy of exercising it because it was optional with the applicants to accept or reject the charter upon these terms. Now it is proposed to reduce their charges, or fares, by legislative enactment, and then to appoint an overseer, or supervisor, to control, or *direct* the *directors* chosen by the proprietors; thus virtually taking from the companies the management of their own affairs and at the same time requiring them to "pay for heating the poker," by creating another salaried officer to be supported by them, of course by the people. To these constant interferences with a system, not yet fairly established in the opinions of all, we *solemnly* protest.

We contend that railroad proprietors, and their property, have the same rights and privileges as landed proprietors, and merchants, and manufacturers; and that they should not be any more liable after having invested their capital in railroads, upon certain terms, to have it made less valuable, or valueless, by legislation, than their neighbor to have the price of his *grain*, his *lands*, his *goods*, or his *labor* fixed, or the price he may see fit to fix, reduced by law.

There is only one way, it seems to us, to regulate this matter, and that is, to take special care in granting charters, not to give exclusive privileges—and to prevent extortionate charges, after driving off competition, by authorizing parallel lines at a suitable distance to accommodate another part of the country, and a portion of the through travel, and thus create a fair competition, as in the case of the Cherry Valley and other turnpikes, built after the Mohawk.

We are, and have been, the strenuous advocates of *low fares*, *high speed* and *frequent trains* upon the railroads westward from Albany; as upon all other roads where the nature of the traffic will warrant it—and for giving them unrestricted privileges, and not only so, but to require them to carry freight at reasonable rates. And we have not hesitated to speak freely of what we have considered bad management, in charging so high rates, and running at

a speed so much below what has become the average rates of the day. Yet we would convince by argument, and by precedent, not by *force*—not by legal enactments. We entertain no doubts as to the correctness of our theory, viz: that "high speed and low fares for passengers," will, in most cases, and especially on the western line, give the best returns to the shareholders. Yet we are not disposed to *compel* railroad companies to adopt it—even though we could prove beyond a question, that such a course would benefit both parties—the owners and the users of railroads—as that would be like saying to a *farmer*, or a *merchant*, or other person—sir, we think you do not manage *your* business, properly, therefore we will get the legislature to *compel* you to adopt *our* views of the best way for *you* to manage, that *we* may be accommodated better! Would this be submitted to by the *farmers*, or *merchants*, or the *people*? We think not—then why apply it to railroad companies?

If a railroad company, having a charter, were to provide less accommodations, and charge higher fares, than the old stage coach, and the ordinary mode of transportation, no person would feel bound to use them, even though the legislature had chartered and the stockholders had built them; but *stage coaches*, and *five and six horse teams*, would still be in use, and make money as when they charged \$5 a cwt. to Buffalo; and the managers of railroads might, with the same propriety complain, and go to the legislature to compel people to ride, and transport their freight, upon their railroads. Would the legislature *listen* to such complaints? The railroads in this state are built by companies, or individuals, with their own capital, and at their own risk, and should therefore be under the management of their owners, as much as a farm, a mill, or a factory, or a line of stages; and it is to be presumed that they will manage them in such way as *they* believe will give the *best* returns, as does the farmer, the mechanic and the merchant; and no one can say that, even the poorest railroad in the country does not afford accommodations very far superior to those modes of travel and transportation in use before railroads were introduced; and there are very few, as much as they find fault with, and grumble at, the present management of railroads, who would be willing to have them abolished, and return to former modes of locomotion. Yet there are many intelligent, but selfish or thoughtless people, who would cripple, by legislation, those very companies which add weeks, and months, and even *years*, to the lives, and dollars to the purses, of many of us, who assume to know, without experience, better how to manage *other* peoples' business, than *they* do even *with* experience. We are getting *spoiled* by indulgence, and might become wiser, more reasonable, and less dictatorial, if we were to reside for a time beyond the reach of the conveniences and influences of railroads—which, by the bye, would be exceedingly difficult at this time.

Let us say a word to the legislature on this subject. Give all the companies the privilege of carrying freight, and say to them that unless you regulate your charges, and management, and speed, and times of running, to correspond, and keep pace with that of our best northern railroads, another line will be chartered from the Hudson westward.

Scribner's Engineers' and Mechanics' Companion.

We have delayed quite too long to announce the appearance of this work, a copy of which has lain on our desk some weeks. Of one thing we are quite sure, and that is the fault is, not in the book. If we had had occasion, in the way of business, to refer to

any portion of its varied contents, as specified in the following extract from its title page, we could not so long have neglected to speak of its usefulness and importance to every man of business—but especially to the engineer.

The work is well got up, containing 240 pages and we cannot, in any other way, describe the work as well as in the author's own language, therefore we give the title page, as follows, viz:

"Scribner's Engineers' and Mechanics' Companion: comprising United States' weights and measures; mensuration of superficies and solids; tables of squares and cubes, square and cube roots; circumference and areas of circles. The mechanical powers: centres of gravity, gravitation of bodies, pendulums, specific gravity of bodies, strength, weight and crush of materials, water wheels, hydrostatics, hydraulics, statics, centres of percussion and gyration, friction, heat, tables of the weight of metals, pipes, scantling, and interest. Steam and the steam engine. Second edition—revised, enlarged and improved. By J. M. Scribner, A. M.

New York: published by Huntington and Savage—216 Pearl street, and for sale by the principal booksellers.

Right of Way.—In the Virginia house of delegates on Saturday, says the Ledger, Mr. Edgington, from the select committee on the subject, reported a bill, "supplementary to, and amendatory of, the act, entitled 'An act to authorize the Baltimore and Ohio railroad company to complete their road to the Ohio river, and for other purposes,' passed February 19th, 1845." It is said to be the intention of the friends of this measure, while retaining the feature which makes Wheeling the western terminus, to amend the bill in other respects so as to obviate the objections heretofore urged against other portions of it. In the Virginia house of delegates, on Saturday, the bill for the extension of the James river and Kanawha canal to Buchanan, and its connection with tidewater, was indefinitely postponed by a majority of two votes.

We can hardly believe that Virginia will persist in her refusal to allow this road to reach the Ohio. The legislature has done nobly in granting a liberal charter for a railroad from Richmond to the Ohio river, for the benefit of Richmond, Norfolk, and, indeed, all south, and many of her citizens north of the James river—now let them deal equally liberally with those in the northwestern part of the state, who are, in a measure, shut out from an Atlantic market; and let them also concede to the millions, who will ascend the rivers of the west, on their way to the cities on the Atlantic, the privilege of crossing the mountains where they choose, if others will provide the means without any cost to her citizens, but to the great benefit of a large portion of them.

"**The Right of Way.**"—A bill to incorporate the Richmond and Ohio railroad company has passed the house of delegates of the Virginia legislature, by the very strong vote of 71 to 39. The provisions are understood to be very liberal, and our neighbors of the Old Dominion look forward with confidence to the construction of this important connection with the "Far West." This is another evidence, too, says the editor of the Philadelphia North American, that Virginia is awake to her own interest, and will never permit the Baltimore and Ohio railroad to be constructed on the route, which has so excited the apprehensions of the "right of way" party in our state.

We do not see much evidence of wisdom in opposing the measure, either in the people of Virginia, or Pennsylvania; and we will again hazard the opinion, notwithstanding present appearances, that the people of Virginia will not only assent to, but solicit its extension. Ignorance and prejudice yield to experience; and in nothing has this saying proved more true, than in the success and progress of railroads. So will it in Virginia.

Concord Railroad.—By the advertisement of this company it will be seen that the hours of departure from Concord, Boston and the intermediate places, have been altered. Instead of running up into the centre of Nashua village as heretofore, the cars now stop at a new depot on the line of the road, one mile below, thus avoiding the delay to which they have formerly been subjected.

This, we can well imagine, without knowing the precise facts, never having passed over the road, to be a decided improvement. Why should the thousands of through passengers be taken a mile out of their way, and back again, without any good to any one? Through passengers should never be detained on the way, longer than is absolutely necessary. Their speed should rather be accelerated than retarded; and we are gratified to see this movement, as it indicates clearly that railroad companies are seeing their interest in keeping pace with the improvements of the day, in the management of railroads. This is as it should be, and those who keep nearest to the mark will be most successful.

Portsmouth and Concord Railroad.—The friends of the enterprize at Concord, in the interior of the state and along the line of the road, are assured, says the Portsmouth Journal, that the prospects of the enterprize do not diminish—the feelings of the citizens in its favor in this town are unanimous. The directors are hard at work, and are daily adding to the amount subscribed for the stock. No efforts will be wanting to have the road located early in the spring and the grading and superstructure contracted for. It must be borne in mind by those who feel a deep interest in the enterprize, that it is not the work of a moment to collect a sum of money sufficient to carry forward successfully so great a work: but that it will be done, let no one for a moment doubt. The road must and will be built.

Boston and Albany Railway.—Reduction of Fares.—The Massachusetts legislature on Thursday elected two directors on the part of the state, for the Western railway, viz: Robert Campbell and James Russell.

The report of the directors for the past year contains the following important suggestion:

"After weighing maturely all these considerations the undersigned have unanimously arrived at the conclusion that a moderate reduction of the passenger fare, both through and way, is advisable for the present season."

This report is signed by George Bliss, William Jackson, Edmund Dwight, James Russell, Josiah Stickney, George Pratt, Robert Campbell, Abram H. Howland, directors.

We like the suggestion contained in this extract from the report of the directors, because we think it will operate favorably upon the income of the company. We hope soon to receive a copy of the reports of all the Massachusetts railroads.

Railroad from Syracuse to Rochester.—A numerous meeting of delegates was held at Clyde, on Friday, the 23d ult., to adopt measures for promoting the construction of a railroad from this place to Rochester, on the canal route. Resolutions were adopted to memorialize the legislature for a charter.—*Syracuse Jour.*

Let the companies now in operation, prevent this movement, by giving all the accommodation required, and at the lowest rates, which will yield fair returns upon their investment, and rely upon an increase of business induced by superior accommodations and low fares, for an increase of dividends. You must keep pace with the improvements of the age—a matter requiring no small effort, we allow; yet the true interest of the companies will be surely promoted by giving the greatest possible accommodation, frequent trains and high speed for passengers, for the lowest rates.

Baltimore and Susquehanna Railroad.—The receipts of this road for the year ending the 30th of September last, were \$163,024.85, and the expendi-

tures \$130,239.36; showing an excess of receipts over expenditures, amounting to \$32,558.49. Its total receipts, since its commencement up to the 4th of October last, were \$2,467,349.05, and its expenditures for the same time were \$2,279,225.87, leaving a balance of \$188,123.18. The business of the road, we are glad to learn, is steadily increasing. During the past year upwards of fifty new cars, for the transportation of freight, have been placed on the road, and \$20,000 of its net earnings paid into the State Treasury.—*Balt. Clipper.*

Macon and Western Railroad.—The work, says the Macon Messenger of the 5th inst., is now progressing with great spirit and energy for the entire renewal of the superstructure of this road. Large quantities of timber are delivered daily along the line, and the work of relaying has commenced between Griffin and Barnesville. When that is completed, another portion will be commenced, and the freight trains continue to run over the other sections of the road. We have the most encouraging evidence, that in a few months the work will be completed in a most substantial and superior style.

This is cheering to those interested in the completion of this work. Let this road be completed, the state road pushed on to the Tennessee line, and the road constructed from Nashville to Chattanooga, together with branches to West Point, and Columbus, and then the people of Georgia may be proud of their success, as they will be richly rewarded for their efforts.

Sumpterville, S. C. Branch Railroad.—We infer from the following statement that the railroad spirit is again moving in South Carolina. We are gratified to see new evidences of it, as the people of S. Carolina are entitled to much credit for their early efforts in the cause.

"The length of the branch to Sumpterville, from the most accessible point where the Camden branch touches the highlands on the eastern side of the Wateree swamp is from 14½ to 15 miles, the grading of the road will not cost exceeding 1500 dollars per mile, with the exception of about three miles. The average cost will be under 2000 dollars per mile. The cost of timber and laying down the same [with the iron] about 2000 dollars per mile, extra cost for tressel work, 3000 dollars for the whole. The cost of iron varies according to the weight and character of the rail—the flat bar iron rail 2½ x 4, which would serve for the traffic on this branch, would cost, [including fastenings] about 1500 dollars per mile, estimated cost of depots, turnouts, watering stations, etc., from 7000 to 10,000 dollars; motive power, cars, etc., say 14,000 dollars, so that for the 15 miles the whole cost would be 105,000 dollars."

The Southern Railroad.—The charter for this railroad, says the Ala. Advertiser, from West Point, Ga. by Montgomery, across the state in the direction of Jackson Miss., has passed both branches of the legislature, and has been signed by the governor. The charter appears to be a liberal one—the state reserves to itself the right of investing that portion of the two per cent fund now loaned to the West Point railroad in its stock should the next legislature so determine.

Michigan Central Railroad.—We learn, says the Rochester Democrat, of the 10th inst., from a citizen of Detroit, who arrived last evening, that an agent of the Boston capitalists arrived there the day he left, with a proposition to buy of the state the Central railroad, provided the legislature will give the company a liberal charter, to extend the road to St. Joseph's.

The road is now in operation to Kalamazoo; and 60 miles more will finish it across the peninsula.

We heard, some time since, that some New York gentlemen had the same object in view, but the Bostonians will probably purchase, rebuild, and wear it half out, while New York capitalists are making up their minds to prosecute an enterprize of that kind. There are noble exceptions, however, in New York, to this general rule.

The Value of a Single Letter.—A typographical error, of a curious character, occurred in one of the London papers, recently. In the advertisement of

the Swansea, Hull and Birmingham railway, the letter *e* was substituted for *a* in Hull. The prospectus went on to state, that "as the passenger traffic from Swansea, to that locality was so extensive no doubt could be entertained that the line would prove most remunerative."

The Suspension Bridge.—On Saturday morning, (says the Pittsburg Commercial Advertiser of 2d inst.) the Monongahela burst her winter fetters, and poured out a mighty volume of ice, covering the turbid surface of the stream from bank to bank with a growling and roaring crowd of *cakes* a foot thick, and running from the size of your hat to the sweep of a town lot. Of course there was an active elbowing for the soft places among the river craft. It was sneak here and dodge there, among the flats, keels and even the saucy steam packets. In the general scramble for safety, the ferry boats steam and horse driven, were snugged up under the lee of a rock or a point on t'other side of the river.—Here was a pretty how d'y'e do; for it was market day and thousands of country folks caught on this side by the outbreak of the river, could only drive to the wharves and look helplessly and mutely on, thinking how nice it would be were they at home, with a fresh back log on the kitchen fire, toasting their feet.

But, there was a blue prospect of "getting over." No boat could navigate in that tumbling and twisting mass of ice. The crowd thickened, until the upper line of the wharves was packed with wagons and horses from Liberty street to Smithfield.

But lucky thought! the new Monongahela bridge is said to be nearly passable, and Mr. Roebling, the master spirit of that fine structure, is appealed to, after reflecting a moment and passing a hurried order, to cover a gap or two in the planking, he lifts the barrier, and the word is given "pass on"—whoop! hurra! the crowd breaks, on they march, wagon after wagon, fast as captain Hart's nimble fingers can take the change, until at length the bridge is one unbroken line of wagons, horses, men, women and children; and beneath all this mass of horse flesh and humanity, the unfinished bridge stood up without a quiver, moveless and stern as a pathway upon our own rocky hills. A glorious triumph for Mr. Roebling, and a joyous relief for our belated market folk.

Here is another triumph of art. This bridge is nearly 1500 feet in length, divided into seven spans and sustained by two wire cables of about 7 inches in diameter, extending from side to side and passing over towers erected on each pier. The manner of forming these cables is peculiar to Mr. Roebling, having been invented by him and only used by him in this country. The wires, forming the cables are first covered with paint or varnish, and then so laid as that each sustains its full proportion of the weight and then the whole is wound with annealed wire by machinery from end to end, and thus it becomes as compact as possible, yet retaining its pliability.

We shall probably soon have a full description, with drawings of this beautiful structure, when we shall be able to give a better account of it. We congratulate the able engineer and contractor, Mr. John A. Roebling, on the entire success of this his second effort—the first being the suspension aqueduct over the Allegheny.

Toronto and Lake Huron Railroad.—We find in the St. Catharines (C.W) Journal of 5th inst. the following statement in relation to this road: "The president and directors of the city of Toronto and lake Huron railroad company feel that the time has now arrived when they may without prejudice to the interests of the company, state publicly for the information of the shareholders, the present position of this company. Shortly after entering upon their duties, the directors determined upon calling in an instalment of ten per cent. on each share subscribed in this province, amounting in all to £72,147 10s.; and as there remained about £427,854 to be taken they resolved to send Mr. Widder, one of their number to England, for the purpose of getting the same subscribed. Mr. Widder accepted the mission and although he had the able and powerful assistance of the governor of the Canada company in England he has not had it in his power till now, to communicate such information as in the opinion of the directors, warranted them in making any of-

ficial announcement of the progress he had made: all his letters warranted the board in believing that he would succeed in the object of his mission—but the intelligence received from him by the last steamer enables the directors to state that there is no longer any doubt of the complete success of the undertaking. The whole amount of the capital stock, except so much as was allotted to Canada, has been subscribed for in England.—The deed of settlement which a statute of the imperial parliament renders necessary, has been prepared, and though only ten days notice had been given, that it was ready for signature, shareholders representing upwards of £100,000 stock had executed it, and the remainder were expected to do so at once.

At what time the company will be prepared to commence the work is not yet settled, but there is every reason to believe that it will not be deferred beyond the opening of the ensuing spring. By order of the directors.

W. ALLAN, President.

KITE'S PATENT SAFETY BEAM.

MESSENGERS EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan he same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

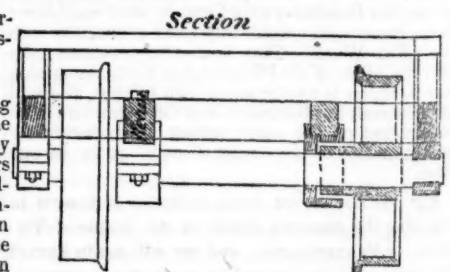
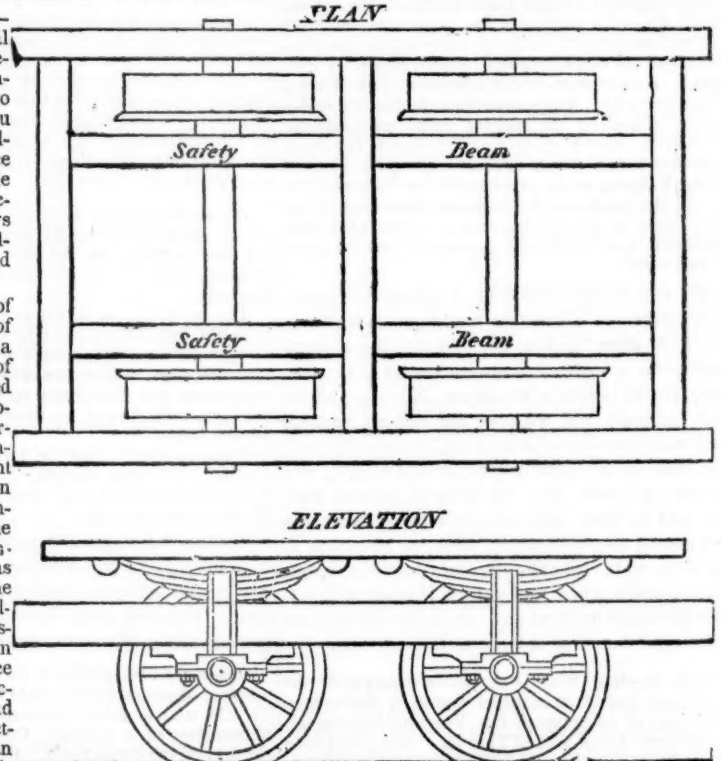
Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendent,
A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.



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PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. **JOHN F. WINSLOW, Agent.**

Albany Iron and Nail Works, Troy, N. Y. The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved **SPARK ARRESTER**, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

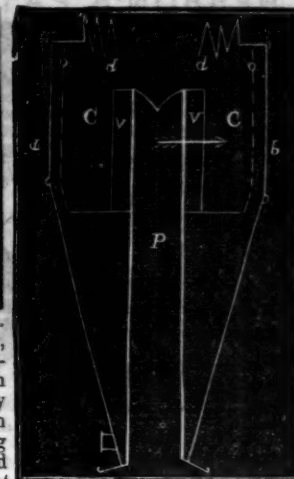
E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms. **FRENCH & BAIRD.**

Philadelphia, Pa., April 6, 1844.

*** The letters in the figures refer to the article given in the Journal of June, 1844. ja45

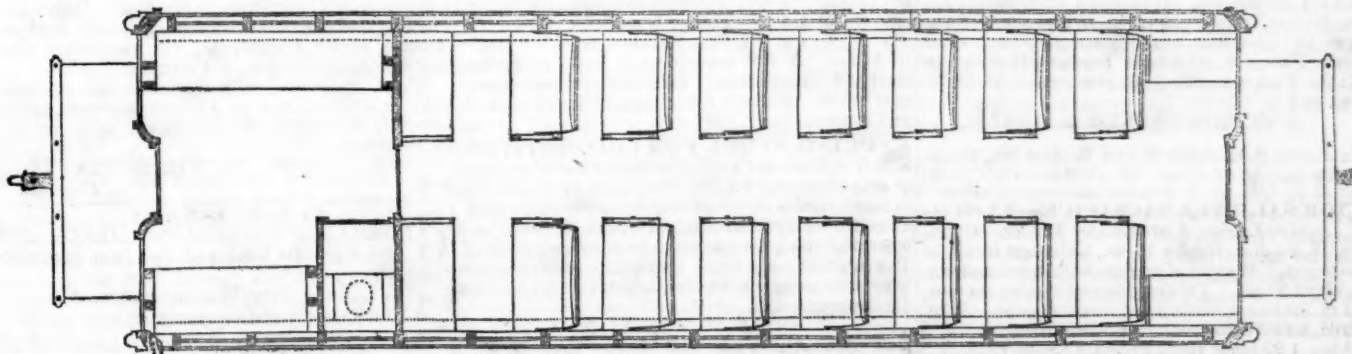


BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

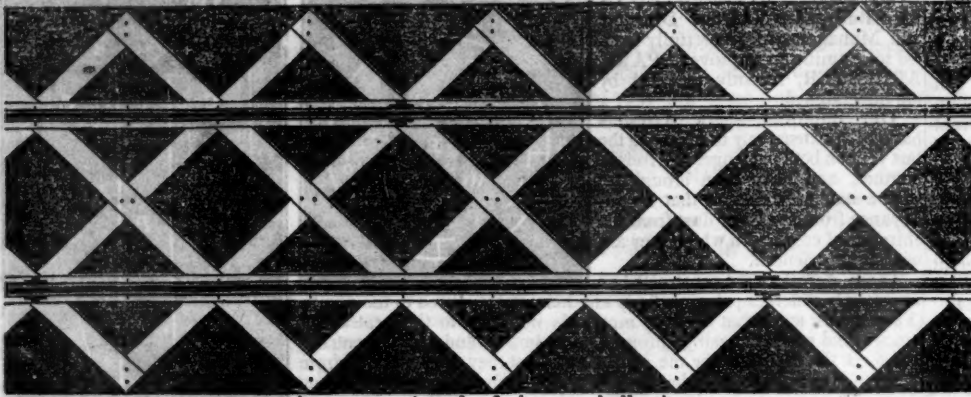
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HERRON'S PATENT AMERICAN RAILWAY TRACK,



As seen stripped of the top ballasting

HERRON'S IMPROVEMENTS IN RAIL- way Superstructure effect a large aggregate saving in the working expenses, and maintenance of railways, compared with the best tracks in use. This saving is effected—1st, Directly by the amount of the increased load that will be hauled by a locomotive, owing to the superior evenness of surface, of line and of joint. This gain alone may amount to 20 per cent. on the usual load of an engine.—2d, In consequence of the thorough combination, bracing, and large bearing surface of this track, it will be maintained in a better condition than any other track in use, at about one-third the expense.—3d, As action and reaction are equal, a corresponding saving of about two-thirds will be effected in the wear and tear of the engines and cars, by the even surface and elastic structure of the track.—4th, The great security to life, and less liability to accident or damage, should the engine or cars be thrown off the rails.—5th, The absence of jar and vibration, that shake down retaining walls, embankments and bridges.—6th, The great advantage of the high speed that may be safely attained, with ease of motion, reduction of noise, and consequently increased comfort to the traveller.—7th, The really permanent and perfect character of the Way, insuring regularity of transit. To which may be added the great increase of travel, that would be induced by the foregoing qualities to augment the revenue of the railroad.

The cost of the Patent track will depend on the quantity and cost of iron and other materials; but it will not exceed, even including the preservation of the timber, the average cost of the tracks on our principal railroads. Generally, the timber structure, fastenings and workmanship, exclusive of the cost of the iron rails, will be from \$2,300 to \$4,000 per mile. On this structure, rails of from 40 to 50 lbs. per yard, will be equal in effect to

60 and 70 lbs. rails laid in the usual way. The proprietors of a road, furnishing approved materials in the first instance, the undersigned will construct the track on his plan in the most perfect manner, with recent improvements, for one thousand dollars per mile. And he will farther contract to maintain said track for the period of ten years, furnishing such preserved timber and iron fastenings as may be required, and keeping said track in perfect adjustment, under any trade not exceeding 100,000 tons per annum, or its equivalent in passenger transportation, for Two hundred dollars per mile per annum.* To insure the faithful performance of this contract, he will pledge one-fourth of the cost of construction, with the accruing interest thereon, regularly vested, until the completion of the contract. So that a company, by securing payment to the undersigned at the specified period, will have only \$750 per mile to pay for the workmanship on the track, without any charge being made for the use of the patent, the subsequent payments, for maintenance of way, and amount withheld, being made from the large margin of profits that will result from its use.

JAMES HERRON.

Civil Engineer and Patentee.

No. 277 South Tenth St., Philadelphia.

* A general average of the repairs done on six of the most successful railroads in this country, for a period of from six to eight years' use has been found to exceed \$625 per mile per annum, exclusive of renewal of rails. But few roads in this country carry as much as 100,000 tons per annum. When a road exceeds that quantity, the repairs due to the additional tonnage, up to 200,000 tons, will be charged at one mill per ton; over the latter, and not exceeding 300,000 tons, nine-tenths of a mill, etc. Where there are two tracks to maintain, a large reduction upon those rates will be made.

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